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OFFICIALS IN CHARLOTTE SURVEY



Directing North Carolina's first major parking survey, now being conducted in the City of Charlotte, are the highway officials shown above. They are, top row, left to right: W. D. White, R. N. Brincefield, J. S. Burch and H. E. Bremer. Bottom row: Leroy Jay, R. A. Burch, and S. T. Hitchcock. Completion of the survey which they are now conducting is expected by early December.

Charlotte Parking Survey Progressing; Completion Expected By Early December

Charlotte—Substantial progress on this city's current parking survey—first of its kind ever to be conducted in the State—is reported by Statistics and Planning Engineer James S. Burch of the State Highway and Public Works Commission, who is in charge of the project.

Divided into three phases, the survey is being carried on by approximately 80 regular employees of the Charlotte Fire Department, assisted by 20 other local citizens and directed by 10 officials of the Highway Commission and the Public Roads Administration.

Phase one of the survey, Burch reports, has already been substantially completed. This phase has consisted of an inventory of available parking spaces of all types in a 55-block area of the downtown shopping section.

Phase two, a directional traffic count of vehicles traveling over 40 streets in the 55-block area, is now in process, with workers on this part of the survey making a manual count, which includes a com-

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PRICE TRENDS AND SUPPLY

BY R. G. KING
Purchasing Department

The demand for goods shows no sign of weakening. Consumers, from individuals to the largest using agencies, are demanding deliveries of all kinds of equipment and products; in fact, there is no room in the world of today for competition which is the only thing that will put prices on a fairly even keel and head off inflation.

Steel and grain are pointed out by official forecasters as the key commodities that will determine the extent of the boom anticipated for early 1948. The supply and price of grain will determine the price of feed, and its cost will determine the cost of producing meat, poultry and dairy products.

The cost of steel is basic to almost everything else—the price of automobiles, farm implements, machinery, household appliances and con-

(Continued on page three)

Commission Has Full Agenda November 6; Refuses Guard And Federal Bridge Funds

Burch Makes Talk For Letter Carriers At Greensboro Meet

Greensboro — "North Carolina's Secondary Road Program" was subject of an address by James S. Burch, statistics and planning engineer for the State Highway and Public Works Commission, presented before the North Carolina Rural Letter Carriers' Association here November 8.

Outlining the work of the Highway Commission, Burch told the letter carriers that "the total road mileage under its direct jurisdiction is greater than in any other state in the union, and would extend about two-and-a-half times around the world." "In a comparison based on size and wealth," he stated, North Carolina has a road system second to none. Today, virtually every community is linked by improved roads to virtually every community. Only a small percentage of our rural homes are located more than a few miles from some hard surfaced road."

During World War II, Burch pointed out, almost all major highway work had to be delayed but, he added, in 1946 and 1947 most of it has gotten back to normal. "In 1946," he told the group, "the Highway Commission spent \$49,173,292.00 on our roads and highways. In 1947, our total disbursements will be \$65,531,388.00."

Garner Club Is Host To Highway Workers

Garner — Approximately 100 Raleigh and Wake County employees of the State Highway and Public Works Commission on November 14 were guests of the Garner Lions Club at a barbecue supper held at the high school here.

Lions Club President P. K. Banks, host to the highway group, explained that the invitation was extended in appreciation for work recently done in resurfacing the main street of the town. Proceeds from the sale of barbecue to the general public went to support to Lions Club program of aid to the blind in Wake County, Banks stated.

Raleigh—Tacking a full agenda of business, members of the State Highway and Public Works Commission took action November 6 on matters ranging from the operation of Federally-built bridges over the Inland Waterway to the furnishing of guards for tubercular prisoners at North Carolina Sanatorium.

Calling to the Commissioners' attention a letter from Lee Gravely, chairman of the board for North Carolina's tubercular institutions, Chairman Graham told them that the Highway Commission had been asked to furnish three permanent guards for prisoners being treated at Sanatorium. Pointing out that the State Highway and Public Works Commission is required to make a yearly appropriation to the institution, he said that a payment of \$21,900 had already been made for 1947, taking care of the treatment of a monthly average of 24 patients at an average cost of \$76 per month. Private rates, he stated, amount to \$30 per month and regular indigent rates \$15 per month. In view of the differential of \$46 per month between rates paid by the Highway Commission and those paid by the general public, the members of the Commission refused the request to furnish guards, on the grounds that funds now being paid in are sufficient for necessary guard hire. Hitherto, the Sanatorium has employed only unarmed attendants.

In response to a request from the North Carolina Motor Vehicle Bureau, the Commission voted unanimous approval of a plan providing that Highway Commission engineers supervise and direct the construction of concrete inspection strips at 20 points throughout the State, in preparation for the mechanical inspections which will be begun by the Motor Vehicle Bureau on January 1, 1948. Following completion of the strips, which will be of concrete 160 feet long, 15 feet wide and seven inches thick, the Highway Commission will be reimbursed for the amount spent on their construction—estimated at \$1,518.00 each. Of the 20 strips, two will be located in Raleigh, one at the State Fairground and the other on property east of Raleigh owned

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T. C. Wagstaff, Editor

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MEETINGS

To the casual observer, it would seem that highway officials and employes, during the past few weeks, have devoted an undue amount of time and energy to the holding of district meetings at which speeches are made, service awards presented, and ample suppers served.

However, a little more serious consideration will reveal that there is more actual value to such meetings than at first meets the eye. It has always been true that no sustained accomplishments may be achieved without some periods of relaxation and recreation, and the district meetings have, to a large degree, helped to fill that need.

On the more serious side, the informal speeches presented by the officials have helped to give individual workers a better overall mental picture of highway work as it is being performed throughout the State. And last but not least, the presentation of service awards has meant that those to whom the most credit is due for North Carolina's highway improvement have received some richly deserved recognition.

For some division officials and workers, the district meetings have meant only an extra amount of hard work, but for others they have been welcome interludes between long stretches of hard work. For everyone, however, they

have had some value in helping to preserve a valuable esprit de corps among workers whose efforts have been directed toward accomplishment of a common task.

EDITORIAL COMMENT

IN DEFENSE

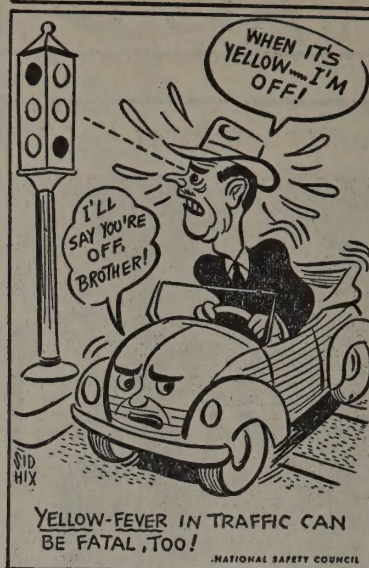
Highway Commissioner T. Max Watson, of Spindale, who has been bitterly condemned from time to time in Statesville for alleged neglect of Iredell county roads, has a vigorous defender in the person of Tom McKnight, editor of the Mooresville Tribune, who has published a front page seven-column banner article proclaiming the fact that Iredell county despite its beefing leads Western Carolina in highway spending for county roads.

Recalling that in 1941 the Ninth Division State Highway shops were moved from Statesville to Shelby, Editor McKnight says that as a result "all hell broke loose in the Iredell metropolis," and "Mr. Watson was charged with political thievishness, personal treachery, and official treason."

According to the Mooresville editor, Commissioner Watson gave an honest, forthright, and satisfactory explanation that Shelby lacked just eight miles of being the center of his Division, while Statesville was just twenty-two miles from the far edge. However, "the disgruntled few have made it open season" and continued their attacks from that day to this, taking pot shots at the Commissioner with anything at hand, The Tribune says.

Although Editor McKnight confesses that his personal acquaintance with Commissioner Watson is slight, he has formed some very definite impressions as a consequence of observing the Spindale man in his official capacity up and down the highways of his Division. In this connection Mc-

BUMPER CROP



Knight says:

"He has always impressed me as being a competent and honest gentleman, a man acutely aware of his duty as a public servant; not the type of fellow who would beat up his wife, steal roads from Iredell and give them to Rutherford, or give false information to newspapers. It is, with a sense of fitness of things, that I debunk a lot of propaganda being spread around the county in regard to the distribution of road funds in Mr. Watson's Division."

Continuing, the editorial cites figures showing that in the post-war period, Iredell has been given 66.3 miles of new hard-surfaced roads — representing more miles of secondary roads improved and more money spent in Iredell than any other county in the Division.

The Record recently commented on the fact that Catawba County, along with other counties in the Division, shared in the highway improvement program to a somewhat smaller extent than Iredell.

On the face of the record as presented in the Mooresville editorial, it looks as if Commissioner Watson has leaned over backwards to be fair to the good folks of Iredell county.

—Hickory Record.

Today's Chuckles

"Why do you have an apple as your trade mark? You're a tailor."
"Well, if it hadn't been for an apple, where would the clothing business be?"

* * *

A lady and her son were riding on a train. When the conductor came by she said, "A fare for me and a half fare for the boy."

"But lady! That boy's got long pants on!"

"In that case, Conductor, a fare for the boy and half fare for me!"

* * *

Rastus, after being reprimanded by the judge for deserting his wife: "Jedge, ef you knowed that woman like I does, yo' wouldn't call me no deserter. I'se a refugee."

* * *

Passenger: Have I time to say good-bye to my wife?

Conductor: I don't know. How long have you been married?

* * *

Satan to newcomer: "Who do you thing you are? You act like you own the place!"

Newcomer: "Oh, I do, my wife gave it to me several times."

* * *

Young Thing (somewhat hesitantly): "I'd like to buy a petticoat."

Floor Walker: "Antique department on the third floor, miss."

* * *

An old maid went to have her picture taken and the photographer noticed her tying a piece of clothesline around the bottom of her skirt.

"What's the idea of that?" he asked. "I can't take your picture that way."

"You can't fool me, young man," said the old girl. "I know you see me upside down in that camera."

* * *

The senior girl sniffed disdainfully as the pink-cheeked freshman boy cut in.

"Just why did you have to cut in when I was dancing?" she asked.

The freshman hung his head in humility. "I'm sorry," he said. "I'm working my way through college and your partner was waving a five dollar bill at me."

* * *

The guest of the house was watching with amazement the contractor's small boy was amusing himself by driving nails into the furniture. He said to the host: "Joe, isn't that an expensive hobby your son has?"

"Oh, it's not so bad," answered the contractor. "I get the nails wholesale."

Graham Speaks Before Reidsville Group; Service Buttons Awarded To 32 Employees

Reidsville — Speaking before a group of approximately 300 District Three employees of the State Highway and Public Works Commission's Fifth Division at Prison Camp 509 here November 12, Chairman A. H. Graham lauded work done on the roads of the State during the past two years, asserting that North Carolina has entire control of more mileage than any other state in the union.

Stating that "transportation is the very keynote of progress," Graham urged that work done to improve the roads and highways of the State in the postwar period be kept to the highest possible level.

Noting that current emphasis is being placed on the construction and improvement of secondary roads in an all-out attempt to "get the farmer out of the mud," Graham pointed out the necessity of maintaining roads in good condition as well as building them. "We are all working for the people of North Carolina—they are our employers," he told the group, adding that the public is entitled to the maximum of service and courtesy from all highway employees.

Besides Graham, other highway officials who appeared on the program for brief remarks included Fifth Division Highway Commissioner George W. Kane, Division Engineer T. A. Burton, Administrative Assistant W. H. Rogers Jr., Safety Director James P. Dodge, Maintenance Engineer B. W. Davis and Highway Auditor Sam N. Smith. District Engineer W. W. White of Greensboro acted as master of ceremonies.

At the conclusion of the series of addresses, service buttons were presented by Chairman Graham to 32 veteran Fifth Division highway employees. Men receiving the buttons were: Five Years—Clarence O. Ward, Ira C. Snow and Oscar Wilson; Ten Years—J. L. Crews, J. S. Hancock and R. C. Lewis; Fifteen Years—E. D. Berry, E. L. Berry, J. F. Berry, F. A. Campbell, J. M. Carter, D. L. Collins, R. C. Collins, C. O. Farris, O. L. Harrell, Ronald Farris, Frank Cardwell, L. D. Highfill, A. W. Jones, C. M. Jones, Harper Lowe, Hobert Maness, J. E. Moore, A. B. Odell, Moses Stafford, E. L. Ward, Lewis Waynick, R. L. Waynick, Willard Webster, J. E. Moran and Earl Claridia.

"It matters not whose payroll you are on, you are working for yourself."

COMMISSION

(Continued from page one)
by the Old Solder's Home.

Considering a request that the North Carolina Highway Commission take over and operate five bridges over the Inland Waterway at Coinjock, Wilkerson's Creek, Hobucken, Fairfield and Cold Creek, the commission members voted to take no action on the matter at present, but to refer it later to the North Carolina delegation in Congress. If the State of North Carolina took over operation, Chief Highway Engineer W. Vance Baise pointed out, approximately \$50,000 per year would have to be spent for operating crews and maintenance of the draw structures, and control of the waterway itself would still remain under Federal control.

In addition to other matters, the Commission:

Agreed to set a limit of 75 miles per year on additions to the State Highway system in any one division.

Approve a report by Chief Highway Engineer W. Vance Baise recommending addition of 88.04 miles to the county road system.

Approved allocation of \$1,250,000 in retreatment funds among the ten divisions.

Tentatively approved the award of all of the projects from the November 4 letting, subject to confirmation by the Public Roads Administration.

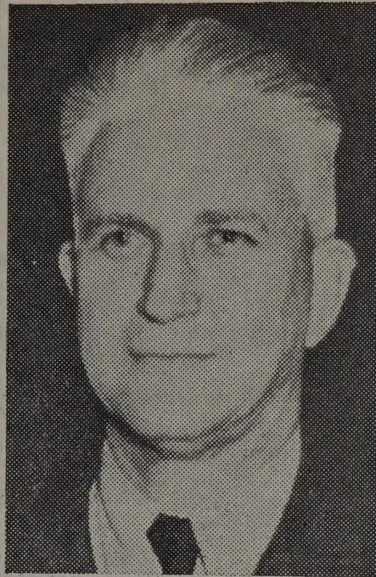
Agreed to request the Department of Conservation and Development to make improvements on the foot trail leading to the top of Mount Mitchell.

CHARLOTTE

(Continued from page one)
plete classification of vehicles.

The third phase of the survey, which includes an interview with each individual driver entering the survey area, is also in progress and is rated by Engineer Burch as "half done." Each driver interviewed is asked the origin of his trip, his reason for parking, and his destination as a pedestrian after he leaves his vehicle.

Actual work of the survey is being done in cooperation with city and county officials, as well as officials of the Charlotte Planning Board and the Carolina Motor Club. Completion of the survey is scheduled for early December, barring any unusual delays because of bad weather.



JAMES P. DODGE

Dodge Elected Head Of Mid-State Group At Safety Meeting

Smithfield — At a meeting of safety officials from 14 counties held at the Country Club here November 14, James P. Dodge of Raleigh, safety director for the State Highway and Public Works Commission, was elected chairman of the Mid-State Safety Council, succeeding Glenn Penland of Durham, Erwin Mills safety director.

Beginning his tenure of office immediately, Dodge will direct the activities of the council, which include the work of both industrial and governmental safety groups, for the coming year. Next regular meeting of the council is scheduled for February, 1948 in Durham.

Speaker for the meeting here was North Carolina Commissioner of Labor Forrest H. Shuford, who spoke on "Labor's Responsibility in the Safety Program." Stating that the worker must assume part of the responsibility in the saving of life and limb, Shuford asserted that "the worker's stake in safety is greater than that of anyone else." Also featured on the program was a talk on lighting in its effects on safety.

Approximately 250 persons attended the council meeting, and were served a barbecue and Brunswick stew supper prepared under the direction of the manufacturing officials of Johnston County, who were sponsors for the meeting.

PRICE TRENDS

(Continued from page one)
struction. A rise in steel prices, like a rise in grain prices, threatens to touch off another inflationary spiral.

Employees Of District Assemble At Sanford For Chicken Supper

Sanford—Fair and equal treatment for all employees in the matter of salary is the aim of the State Highway and Public Works Commission, Administrative Assistant W. H. Rogers Jr. told a group of more than 200 workers from the second district of Division Six, assembled here November 10.

In contrast to some other State agencies, Rogers told the group, the State Highway and Public Works Commission waged a successful fight to have the 20 per cent pay increase authorized by the 1947 General Assembly distributed equally to all highway employees. Future policy of the Commission, he told them, is to secure for workers salary increases commensurate with their length of service and the quality of their work.

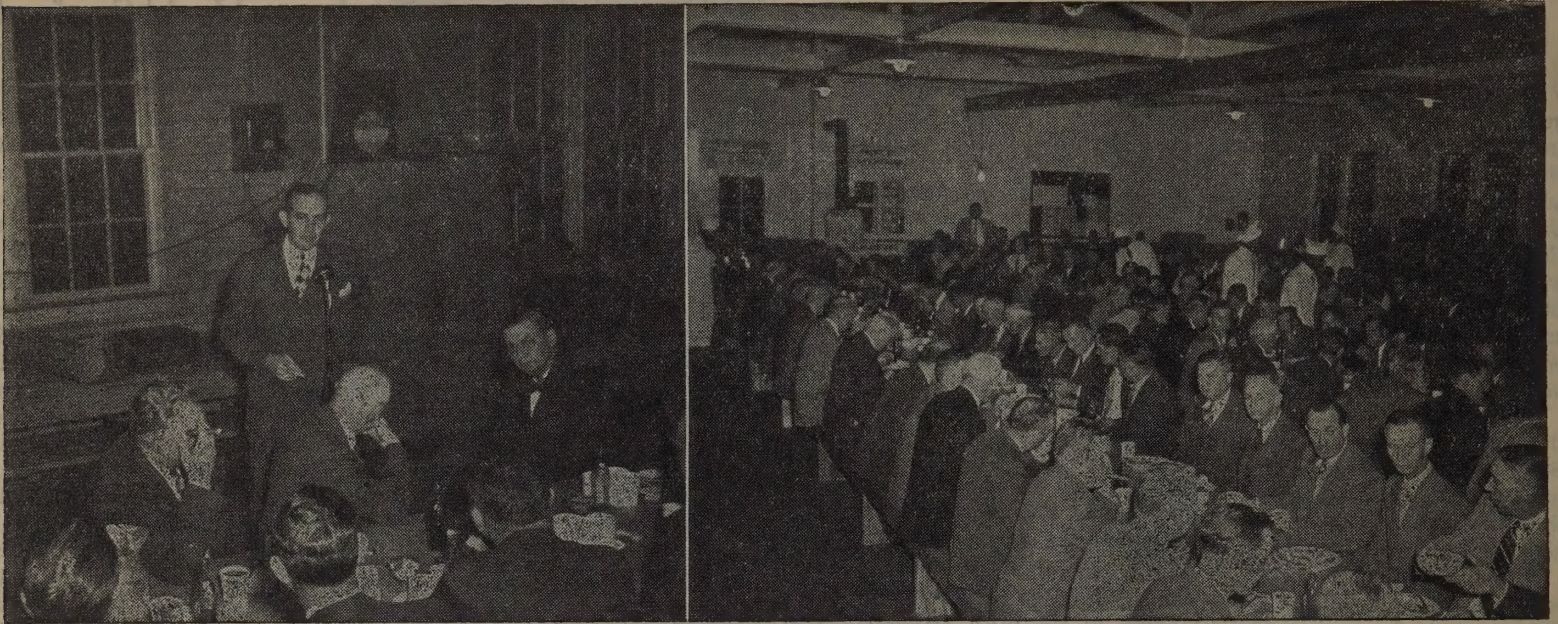
The address of the evening was preceded by a chicken supper, prepared under the direction of Sixth Division officials. Dr. Henry W. Jordan, Sixth Division Commissioner, acted as toastmaster and master of ceremonies, while Division Engineer L. E. Whitfield presented service buttons to a group of 51 employees.

Men receiving service buttons were: Five Years—A. H. Cameron, J. F. Carlyle, Jack Carter, L. I. Clark, J. G. Lett, C. C. McBryde, W. P. Parker, A. C. Smith, A. R. Webster, H. L. Norris and S. W. Whitaker; Ten Years—L. C. W. Burke, Thurman Collins, P. S. Johnson, S. A. Lanier and D. A. Shields; Fifteen Years—E. M. Ausley, S. H. Ausley, G. M. Blue, J. W. Blue, J. B. Bridges, Isaac Brooks, J. F. Cannon, W. M. Collins, Mack Douglas, G. H. Duncan, J. H. Dunlap, W. F. Gattis, D. A. Groce, C. T. Harrington, J. A. Hicks, C. M. Jackson, L. D. Johnson, C. L. Kidd, C. N. Moore, S. H. McDonald, T. J. O'Daniel, L. D. Poe, J. A. Powers, C. W. Purvis, J. L. Stewart, C. M. Vick, R. N. Weaver and D. A. Wicker; Twenty Years—J. D. Currie; Twenty-five Years—E. H. Andrews, W. H. Darden, G. H. Hilliard, Dexter Hough and R. S. Taylor.

Anti-freeze continues to be a critical item. The demand far exceeds the available supply. Automotive storage batteries also continue to be a headache. Our contractors are accepting orders only for delivery within sixty days.

Some automotive items have improved, but those with copper and brass content are still very slow.

DIVISION EMPLOYEES ATTEND SERIES OF DISTRICT MEETINGS



Sixth Division employees, above, are shown as they attended recent district meetings at Asheboro (left) and Lumberton (right). Feature of the meetings was the presentation of service buttons to veteran workers, and informal addresses by highway officials who were present. Employees present at the Asheboro meetings were served a dinner of fried fish and oyster stew, while the Lumberton group got a chicken supper. More than 250 persons were present at each of the division meetings. At the left, above, Dr. Henry W. Jordan, Sixth Division Commissioner, is shown as he is speaking at the meeting in Asheboro. In front of him are Chief Highway Engineer W. Vance Baise, Major A. L. Hooper of the Public Roads Administration and Chairman A. H. Graham. (Photos by W. K. Mingis and H. K. Witherspoon.)

Sixth Division Employees Receive Buttons, Hear Highway Officials At Asheboro Meet

Asheboro — Appearing before a group of approximately 250 District Three employees of the Sixth Division of the State Highway and Public Works Commission November 13, Chairman A. H. Graham asserted that "we are now in the midst of the greatest road-building program of all time in North Carolina."

Present for a meeting which included the presentation of service buttons to 45 employees whose length of service ranged from five to 25 years, Graham stated that "road-building is a continuous service to the public. No matter how many miles of roads we build, there will always be a need for more and better roads," he said.

"You are the backbone of the Highway Commission," Graham told the division workers, emphasizing the importance of their recent work on the State's secondary road program. Noting that agricultural progress and improvement in the State's rural school system rest upon the secondary road system, Graham declared that "North Carolina is primarily an agricultural State, although we take pride in our expanding industrial development."

Chief Highway Engineer W. Vance Baise, also appearing on the district program, lauded Division Six employees for the work done by

them during the year, declaring that 130 miles of new roadway had been completed in the division. Dr. Henry W. Jordan of Cedar Falls, Sixth Division Commissioner, acted as master of ceremonies and introduced the speakers who appeared on the program.

Men who received service buttons, presented by Division Engineer L. E. Whitfield, were: Five Years, L. C. Covington, Edward A. Haywood, Roy Jester, E. F. Smith, Erwin Snow, C. M. Stamey, J. D. Walden, Sam Weaver, Ivey Williard and C. C. McBryde; Ten Years—V. L. Callicutt, H. R. Craver, J. E. Gross, E. C. Stutts, G. E. Willett, W. F. Wooley and T. M. Williams; Fifteen Years—G. G. Barnes, G. M. Brooks, Mark Charles, Hunter Cole, Fred Everhart, J. H. Hanes Sr., S. T. Hill, H. P. Hoover, B. L. Hunt, J. C. Kirkman, E. E. Lanier, Clyde Lookabill, E. F. Millikan, R. L. McCrary, H. C. Regan, H. C. Sowers, J. A. Thompson, C. B. Wicker, L. E. Whitfield, and Raymond Wrenn; Twenty Years—W. A. Carter, A. J. Hughes and E. P. Jones; Twenty-five Years—C. E. Glasgow, O. J. King, R. D. Webb, G. L. Williams and W. T. Smith.

Personnel present for the meeting were served a fish and oyster stew supper prepared under the direction of division officials.

Rogers Is Speaker At District Session Held In Lumberton

Lumberton—The importance of courtesy and tact on the part of all highway employees who come in contact with the public was stressed by Administrative Assistant W. H. Rogers Jr. in a talk before first district employees from the Sixth Division of the State Highway and Public Works Commission here November 7.

Social feature of the evening was a chicken supper, following which service buttons were presented by Division Engineer L. E. Whitfield. Sixth Division Commissioner Henry W. Jordan of Cedar Falls acted as master of ceremonies.

Men receiving service buttons were: Five Years—Billie Britt, C. L. Flowers, Fuller High, J. D. Malone and Frank Wallace; Ten Years—J. R. Andrews, P. E. Bragg, S. H. Carter, E. P. Covington, Evander Hardin and R. G. Shepherd; Fifteen Years—J. M. Andrews, L. E. Britt, Lacy Blue, S. C. Britt, J. D. Covington, W. C. Davis, James Deaton, R. P. Dove, R. W. Howell, J. E. Lee, R. L. Lee, S. B. Malone, Bennett Martin, W. B. Martin, William Monroe, N. C. McLeod, F. T. Peele, L. M. Powell, J. H. Shaw, J. A. Small, A. D. Thames, A. R. Wilkins, Jesse Young and E. B. Tomlinson; Twenty-five Years—C. A. Lilly, Roy McKeithan and E. M. Taylor.

Western Carolina's Tourist Attractions Draw Heavy Traffic

Asheville — During the summer season just past, Western North Carolina literally "played host to the nation," its highways carrying traffic from 45 states and three foreign countries, according to a survey made by Statistics and Planning Engineer James S. Burch.

Conducted here from July 9 through August 4, the check on tourist travel was an incidental part of an over-all traffic survey which was then underway. During the survey, special interviewers employed by the Highway Commission kept records on all vehicles entering or leaving Asheville, and found that 16.2 per cent of them had out-of-state tags. This figure is compared by Burch with a previously computed figure which shows that nine per cent out-of-state vehicles is the year-around average for traffic passing over any main highway in the State.

Of the total number of out-of-state vehicles, 5,374 in all, the largest single number, 1,078, were from Florida. Second highest state was South Carolina, with 843, and Tennessee came third with 659 vehicles passing through Asheville during the checking period. A total of six foreign cars, from Cuba, Canada and the Panama Canal Zone, gave some indication of the drawing power of the Asheville area in summer.